1: Childs M-5 (1924-1940) 1949 FP13 Mbundu FP13
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institutions or divisions have had little consideration in drawing administrative boundaries.

Systems of communications have been developed during the last forty years. The Benguela Railway, built by Sir Robert Williams and the Tanganyika Concessions, Ltd., was completed in 1931 from Lobito to Elisabethville in the Katanga region, where direct connexion is made with the South, Central, and East African systems of rail and water transport. This railway serves as the most direct outlet for the mines of the Congo and Northern Rhodesia. The great majority of native employees of the railway are Ovimbundu and it has also brought this people their first contact with the mines and with industrialized South Africa. Regular steamship connexion between Lobito and Europe includes Portuguese, Belgian, German, and British lines with occasional calls from American, Japanese, and Scandinavian ships.[1] Recent years have seen considerable extensions of telegraphic and radio service throughout the colony. Motor roads have been built extensively, especially on the plateau and along the watersheds. In addition there are many wagon-tracks for ox-wagons which were introduced by the voortrekkers almost seventy years ago. In many cases the routes followed are those first used by native caravans.

There are eleven missionary societies at work among the Ovimbundu: five Protestant and six Roman Catholic.[2] There is only one fully organized Umbundu Church. It includes the work of three Protestant societies. It is the work of this Church and of the Missions of the A.B.C.F.M.[3] and of the United Church of Canada with which the evaluations of this study are concerned. The Mission of the A.B.C.F.M. was founded in 1880, as the first Christian work undertaken among the Ovimbundu.[4]

[1] This was the situation in 1939. During the period of the war the Portuguese services were maintained, although with less regularity than before. The U.S. Maritime Commission maintained a cargo service. There were occasional calls by cargo vessels of various nationalities. The Belgian line is reopening its service (1946) and the Portuguese lines have acquired additional vessels.

[2] Pères du Saint-Esprit began work among the Ovimbundu in 1890; the Padres Seculares have been working in the towns; the Benedictines and several orders of nuns also have stations.

[3] American Board of Commissioners for Foreign Missions.

[4] The two missions mentioned conduct their work in most respects as a single mission. The other Protestant societies do not have very extensive work among the Ovimbundu.

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dropped off; of ivory there was no more. From 1893 on, says Bastos, rubber was practically the sole export of the District of Benguela and of its hinterland.[1] In 1891 more than one million milreis' worth of rubber was exported from Benguela, sixteen times as much as was exported only five years before, and three and one-half times the value of the *three* leading exports in 1886. Until 1891 this increase was not at the expense of other exports, but rather in addition to them.

All of this rubber, and the other exports as well, came to the coast in caravans of the Ovimbundu or their neighbours. In its inception and its great development it was an enterprise of the Ovimbundu. Everyone who was able to carry a load joined a caravan. It had always been the custom to take boys on trading expeditions, as young as they could go—say, from their tenth year—as a part of their education. Now girls were also taken and hardly any but the women stayed at home to raise the crops and provide rations for the caravans. European residents experienced great difficulty in securing necessary porters,[2] and this was one reason for finally putting through the wagon-road from Benguela to Caconda.[3] It was extended to Viye during the military campaign of 1890. The fever of the rubber trade reached into all the villages of the land and took in everyone able to travel. Mission schools had been established since 1881, but they had but few pupils until 1900. There were also other reasons for this, but a principal one was the attractiveness of the rubber trade.[4] Even the kings found it more difficult to gather armies for their wars: trade had become more attractive than the possibility of plunder.

Of all the kings who ruled the various Umbundu kingdoms during this time, the one who is best remembered is Ekuikui (II) of Bailundu (1876–93). Tradition has begun to ascribe to him and to his reign some things which properly belong to earlier

[1] Bastos, op. cit., p. 34. He does not include *serviçaes* in the exports, since they all went to the mainland or island plantations, but he remarks that at this time the price rose to even 90$000 (p. 33). The rise in price was perhaps due to the smaller supply owing to the preoccupation of the Ovimbundu with the rubber trade.

[2] See *Missionary Herald*, 1889, p. 350.

[3] *Benguella*, 1891, op. cit., p. 10.

[4] The reports of the governor of Benguela, to which reference has been made, also mentioned this fact, saying that although the American missions were intelligently directed, their results were small, since parents would not send their children to learn while they could pick up loads of rubber (1887, p. 19; 1891, p. 20).